<u>CLAIMS LISTING:</u>

1-6. (Cancelled).

7. (Previously Presented) A propeller shaft arrangement adapted to be connected to an output shaft (11) of a drive motor (2) for causing propulsion of a carrying vehicle in a travel direction, the propeller shaft arrangement comprising:

a plurality of propeller shafts (15,16) having a common longitudinal axis, each of said plurality of propeller shafts (15,16) having at least one spline (19,20) positioned thereupon and oriented at an oblique angle (α, ß) with respect to the longitudinal axis, wherein said at least one spline (19, 20) on each of said propeller shafts (15, 16) is oriented at a different oblique angle (α, β) with respect to the longitudinal axis of said propeller shafts (15, 16).

8. (Original) The propeller shaft arrangement as recited in claim 7, wherein each of said oblique angles (α, β), with respect to the longitudinal axis of said propeller shafts (15, 16), is oriented such that a resultant force (F_S) between a tangential force component (F_T) of drive-motor-induced torque and a corresponding driving compressive force (F_R) is oriented at a substantially right angle to the respective receiving spline (19, 20) of said resultant force (F_S) when drive-motor power is applied.

9. (Original) The propeller shaft arrangement as recited in claim 7, wherein orientations of said oblique angles (α, β), as measured with respect to the longitudinal axis of said propeller shafts (15, 16), are predetermined based on an expected cruising speed of a drive motor to be associated therewith on a carrying vehicle.

10-14. (Cancelled).

15. (Previously Presented) A propeller arrangement having a hub (23) with a through-opening (24) and blades connected thereto, the propeller arrangement being adapted to be connected, via a propeller shaft (15) to an output shaft (11) of a drive motor (2) for causing propulsion of a carrying vehicle in a travel direction, the propeller arrangement comprising:

a plurality of at least two propellers (7, 8) having a common longitudinal axis, and each of said at least two propellers (7, 8) adapted to achieve a rotationally fixed connection with a corresponding spline (25, 28) positioned thereupon and oriented at an oblique angle (α, β) with respect to the longitudinal axis, wherein each of said at least one spline (25, 28) on each of said propellers (7, 8) is oriented at a different oblique angle (α, β) with respect to the longitudinal axis of said propellers (7, 8).

16. (Original) The propeller arrangement as recited in claim 15, wherein each of said oblique angles (α, β), with respect to the longitudinal axis of said propellers (7, 8), is oriented such that a resultant force (F_S) between a tangential force component (F_T) of drive- motor-induced torque and a corresponding driving compressive force (F_R) is oriented at a substantially right angle to the respective receiving spline (25, 28) of said resultant force (F_S) when drive-motor power is applied.

17. (Original) The propeller arrangement as recited in claim 15, wherein orientations of said oblique angles (α, β), as measured with respect to the longitudinal axis of said propellers (7, 8), are predetermined based on an expected cruising speed of a drive motor to be associated therewith on a carrying vehicle.

Claims 18-22 (Cancelled)

23. (Previously Presented) An adaptive arrangement having through-openings (34, 37) in a hub (33) thereof and the adaptive arrangement being configured to be interstitially positioned between a propeller (7) and a propeller shaft (15) which is coupled to an output shaft (11) of a drive motor (2) for causing propulsion of a carrying vehicle in a travel direction, the adaptive arrangement comprising:

a plurality of adapters (30, 31), each having a through-opening (34, 37) and a common longitudinal axis (30), and each of said plurality of adapters (30, 31) having at least one spline (35, 38) positioned thereupon and oriented at an oblique angle (α, β) with respect to the longitudinal axis; and

said splines (35, 38) adapted to achieve a rotationally fixed connection with a corresponding spline located on corresponding propeller shafts, and wherein said at least one spline (35, 38) on each of said adapters (30, 31) is oriented at a different oblique angle (α, β) with respect to the longitudinal axis of said adapters (30, 31).

24. (Original) The adaptive arrangement as recited in claim 23, wherein each of said oblique angles (α, β), with respect to the longitudinal axis of said adapters (30, 31), is oriented such that a resultant force (F_S) between a tangential force component (F_T) of drive- motor-induced torque and a corresponding driving compressive force (F_R) is oriented at a substantially right angle to the respective receiving spline (35, 38) of said resultant force (F_S) when drive-motor power is applied.

25. (Original) The adaptive arrangement as recited in claim 23, wherein orientations of said oblique angles (α, β), as measured with respect to the longitudinal axis of said adapters (30, 31), are predetermined based on an expected cruising speed of a drive motor to be associated therewith on a carrying vehicle.

Claims 26-29 (Cancelled)

30. (Previously Presented) A multiple propeller shaft arrangement adapted to be connected to a drive motor (2) for causing propulsion of a carrying vehicle in a travel direction, the propeller shaft arrangement comprising:

a first propeller shaft (15) having at least a portion thereof provided with a spline (19) adapted to achieve a rotationally fixed connection with a corresponding spline located inside a hub of a corresponding propeller, said spline (19) being oriented at a first oblique angle (a) with respect to a longitudinal axis of said propeller shaft (15); and

a second propeller shaft (16) having at least a portion thereof provided with a spline (20) adapted to achieve a rotationally fixed connection with a corresponding spline located inside a hub of a corresponding propeller, said spline (20) being oriented at a second oblique angle (a) with respect to a longitudinal axis of said propeller shaft (16), wherein the drive motor operates the second propeller shaft in counter rotation with respect to the first propeller shaft, and wherein the first spline oblique angle has a different direction than that of the angle of the second spline oblique angle.

31. (Previously Presented) A multiple propeller shaft arrangement as recited in claim 30, wherein said oblique angle (α) is offset from parallel with said longitudinal axis of said propeller shaft (15) by at least 8.5 degrees.

32-33. (Cancelled).